5D CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { DOCUMENT No. 804.

MARION HARBOR, MASS.

LETTER

FROM

IHE SECRETARY OF WAR,

TRANSMITTING,

TH A LETTER FROM THE CHIEF OF ENGINEERS, REPORT ON PRELIMINARY EXAMINATION OF MARION HARBOR, MASS.

RUARY 28, 1914.—Referred to the Committee on Rivers and Harbors and ordered to be printed, with illustration.

WAR DEPARTMENT,
Washington, February 27, 1914.

T SPEAKER OF THE HOUSE OF REPRESENTATIVES.

IR: I have the honor to transmit herewith a letter from the ing Chief of Engineers, United States Army, dated 26th instant, ether with copy of report from Col. John Millis, Corps of Engineers, ed December 9, 1913, with map, on preliminary examination of ion Harbor, Mass., made by him in compliance with the provi- cs of the river and harbor act approved March 4, 1913.

Very respectfully,

LINDLEY M. GARRISON,
Secretary of War.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, February 26, 1914.

m: The Chief of Engineers, United States Army.
o The Secretary of War.
ject: Preliminary examination of Marion Harbor, Mass.

There is submitted herewith, for transmission to Congress, report d December 9, 1913, with map, by Col. John Millis, Corps of Engi- s, on preliminary examination of harbor of Marion, Mass., called by the river and harbor act approved March 4, 1913.

Marion Harbor is in Sippecan Harbor, which is near the head of uzards Bay on its western side. Marion is a village with a per-

manent population of about 500 and a summer population of abou 1,400. There are no regular lines of boats calling at the locality, bu there are some shipments of white-pine box boards and fuel wood, an coal is brought in at irregular intervals in light-draft schooners. Th available depth is 9 feet at mean low water. It appears that inte ested persons desire an anchorage for larger vessels, a channel 15 fe in depth to the wharf, and the removal of three bowlders whic obstruct free access to the wharf. The district officer states that l sees no reason to anticipate a very material increase in the compar tively small commercial use made of the harbor if the improvemen should be made. In view of the conditions set forth he is of opini that the harbor of Marion is not at present worthy of being improv at the expense of the United States. The division engineer concu in this opinion.

3. This report has been referred, as required by law, to the Boa of Engineers for Rivers and Harbors, and attention is invited to accompanying report, dated January 13, 1914, concurring with t views of the district officer and the division engineer.

4. After due consideration of the above-mentioned reports I conc with the views of the district officer, the division engineer, and t Board of Engineers for Rivers and Harbors, and therefore report th the improvement by the United States of the harbor of Marion, Ma is not deemed advisable at the present time.

EDW. BURR,
Colonel, Corps of Engineers,
Acting Chief of Engineers

REPORT OF THE BOARD OF ENGINEERS FOR RIVERS AND HARBO

[Third indorsement.]

BOARD OF ENGINEERS FOR RIVERS AND HARBORS,
January 13, 191

To the CHIEF OF ENGINEERS, UNITED STATES ARMY:

1. Marion Harbor is in Sippecan Harbor, near the head of B zards Bay, Mass. About 9 feet of water can now be carried to main wharf at the village of Marion. The range of tide is 3.9 f Marion has a permanent population of about 500, which is increa during the summer to about 1,400.

2. The improvement desired is stated to be an anchorage for la vessels, a channel 15 feet in depth to the wharf, and the remova some bowlders. No detailed commercial statistics are availa The principal articles of commerce are pine box boards and coal, latter brought in in light-draft schooners. Pleasure yachts use harbor as an anchorage and obtain supplies from the shore by m of small boats. The district officer is of opinion that the locali not worthy of improvement at the expense of the United States, in this view the division engineer concurs.

3. Interested parties were advised of the unfavorable report o district officer and given an opportunity of submitting their view the board, but no communications on the subject have been rece

4. From the description given within, it appears there is commerce at present in this harbor, and nothing to indicate a m rial increase in case the improvement desired is carried into e

is believed that commensurate benefits to general commerce and vigation would not result from the improvement, and therefore board reports, in concurrence with the views of the district officer l the division engineer, that in its opinion it is not advisable for the ited States to undertake the work at this time.

. In compliance with law, the board reports that there are no stions of terminal facilities, water power, or other related subjects ich could be coordinated with the suggested improvement in h manner as to render the work advisable in the interests of com- ce and navigation.

or the board:

LANSING H. BEACH,
Colonel, Corps of Engineers,
Senior Member Present.

PRELIMINARY EXAMINATION OF MARION HARBOR, MASS.

UNITED STATES ENGINEER OFFICE,
Newport, R. I., December 9, 1913.

m: The District Engineer Officer.
The Chief of Engineers, United States Army
(Through the Division Engineer).
ject: Preliminary examination of Marion Harbor, Mass.

. Under instructions contained in letter from the Chief of Engi- rs of March 18, 1913, the following report of preliminary exam- ion of harbor of Marion, Mass., is submitted, in accordance with provisions of the river and harbor act of March 4, 1913.

Marion Harbor is in Sippecan Harbor. Sippecan Harbor is near head of Buzzards Bay, Mass., on its western side. It is about iles in length northerly and southerly, and about 1½ miles in width s mouth in Buzzards Bay. Marion is 20 miles by water easterly n New Bedford, Mass.; 20 miles in a northwesterly direction from eyard Haven, Mass.; and 11½ miles from the mouth of Monument er, which is the westerly end of the Cape Cod Canal, now being t.

The entrance to Sippecan Harbor is about 16 feet deep at mean water. From the entrance northerly into the harbor the depth es from 12 to 25 feet, and at a point between Ram Island and the n shore, one-half mile below the main wharf at Marion, there is a nnel 200 feet wide and from 14 to 25 feet deep. From the end of channel to opposite the main wharf at Marion about 9 feet can arried at mean low water. The range of tide is 3.9 feet.

Marion is a village with a permanent population of about 500. a summer resort and during the summer months it is said to e a population of about 1,400. A branch of the New York, New en & Hartford Railroad (steam) and the New Bedford & Onset way (electric) run through the town.

There are a number of private piers or wharves in the harbor h are for the exclusive use of the pleasure craft of the summer lents, but only two wharves are available for commercial pur- s and the upper one of these is little used. The other public rf is about 50 feet wide and 300 feet long and is built of rough e with timber capping and fender piles. It has no buildings on

it suitable for storage of freight, is not fitted with any mechanic appliances for handling freight, and is not connected with the elect or steam railroads. It is stated that it is privately owned, but shipping that uses it does so with equal rights. It is opposite t end of a public street.

6. No detailed commercial statistics are available for this harb There are no regular lines of boats connecting Marion with oth places. The principal shipments from the harbor are white-pi box boards, manufactured in the vicinity, and wood for fuel, a about the only inbound freight is coal. This is brought in at irreg lar intervals in light-draft schooners of 200 to 300 tons and draw 7 to 10 feet of water. Large and small yachts use the harbor as anchorage, coming up into the harbor as far as their draft will perm Supplies are carried from the wharf to these yachts in small boats

7. What is desired by interested persons is to provide anchor for larger vessels and to provide a channel 15 feet in depth to wharf. The removal of three bowlders having about 9 feet of wa over them and which now obstruct free access to the main whar also desired. In the sailing directions given for Sippecan (Mari Harbor in the Coast Pilot, Part III, from Cape Ann to Point Jud these rocks are described as follows:

> The channel abreast Ram Island is narrow and has a number of dangers, som which are sometimes marked by small spar buoys placed there by local parties. T dangers can be avoided by closely following the directions or by studying the c The currents sometimes have considerable velocity in this part of the channel. W passing eastward of Little Island, two black buoys will be seen to the northw The anchorage is eastward of the lower buoy, taking care to avoid a small deta rock, with 9 feet over it, lying 200 yards NNE. ½ E. from the northeastern en Little Island.

8. Herewith is a letter from the selectmen of Marion, dated Ma 28, 1913, in which they express their desires.

9. A sketch map of Marion Harbor is herewith.

10. During my inquiries the view was expressed by one of th locally interested that it was not desirable to develop the ha extensively for commercial purposes. I was advised that nego tions had been had with the State harbor and land commission a view to removing the bowlders above referred to at the j expense of the State and local interests, but the work was not ac plished on account of failure to raise the local funds.

11. The work of improvement, if undertaken, would consis dredging the harbor and channel and removing bowlders to se the additional depth and harbor area desired. The indications that a large number of large bowlders would be encountered in work. There are no artificial obstructions like bridges or structures.

12. No Federal work of improvement has heretofore been do this harbor. The probability of the harbor being needed or use an anchorage area or shelter for vessels passing through the Cape Canal is extremely remote. I see no reason to anticipate a very terial increase in the comparatively small commercial use made o harbor if the improvement should be made.

13. No questions of water power or other subjects connected the interests of navigation are involved in this examination.

14. In view of the conditions above set forth, it is my opinion the harbor of Marion is not at present worthy of being improved a

ense of the United States, and I do not consider a survey and esti-
e of cost necessary in this connection.

JOHN MILLIS,
Colonel, Corps of Engineers.

[First indorsement.]

DIVISION ENGINEER, NORTHEAST DIVISION,
New York City, December 11, 1913.

he CHIEF OF ENGINEERS, UNITED STATES ARMY:

orwarded, concurring with the district engineer officer in the view
the harbor of Marion is not at this time worthy of being im-
ed at the expense of the United States.

FREDERIC V. ABBOT,
Colonel, Corps of Engineers.

or report of the Board of Engineers for Rivers and Harbors, see
e 2.]

LETTER OF THE SELECTMEN OF MARION, MASS.

MARION, MASS., *March 28, 1913.*

are in receipt of your letter with reference to information pertaining to the need
provement of the harbor of Marion, Mass. It is desired to have the uncharted
removed, of which there are at least three, and the channel deepened to 15 feet.
esent the average is only about 9 feet. Marion Harbor provides at present a
r or refuge for small boats, but with greater depth it would provide for many of
essels which are likely to make use of the Cape Cod Canal. Under the present
tions it is not possible to receive supplies, such as coal, lumber, etc., excepting
all vessels, which can only be secured at high freight rates. It is not feasible
y industry to consider receiving or shipping material. At present Marion is
y a summer resort, and this might be called its principal industry. Yachts of
ze are obliged to anchor below and they can not receive supplies except by small
as they are not able to reach the wharves. Briefly, improvement in the harbor
ded—

st. To provide anchorage for larger vessels.
ond. To allow larger vessels to enter for commercial and pleasure purposes.

WILLIAM H. COBB,
WALTER K. PERRY,
WILLIAM H. H. RYDER,
Selectmen of Marion.

UNITED STATES DISTRICT ENGINEER,
Newport, R. I.

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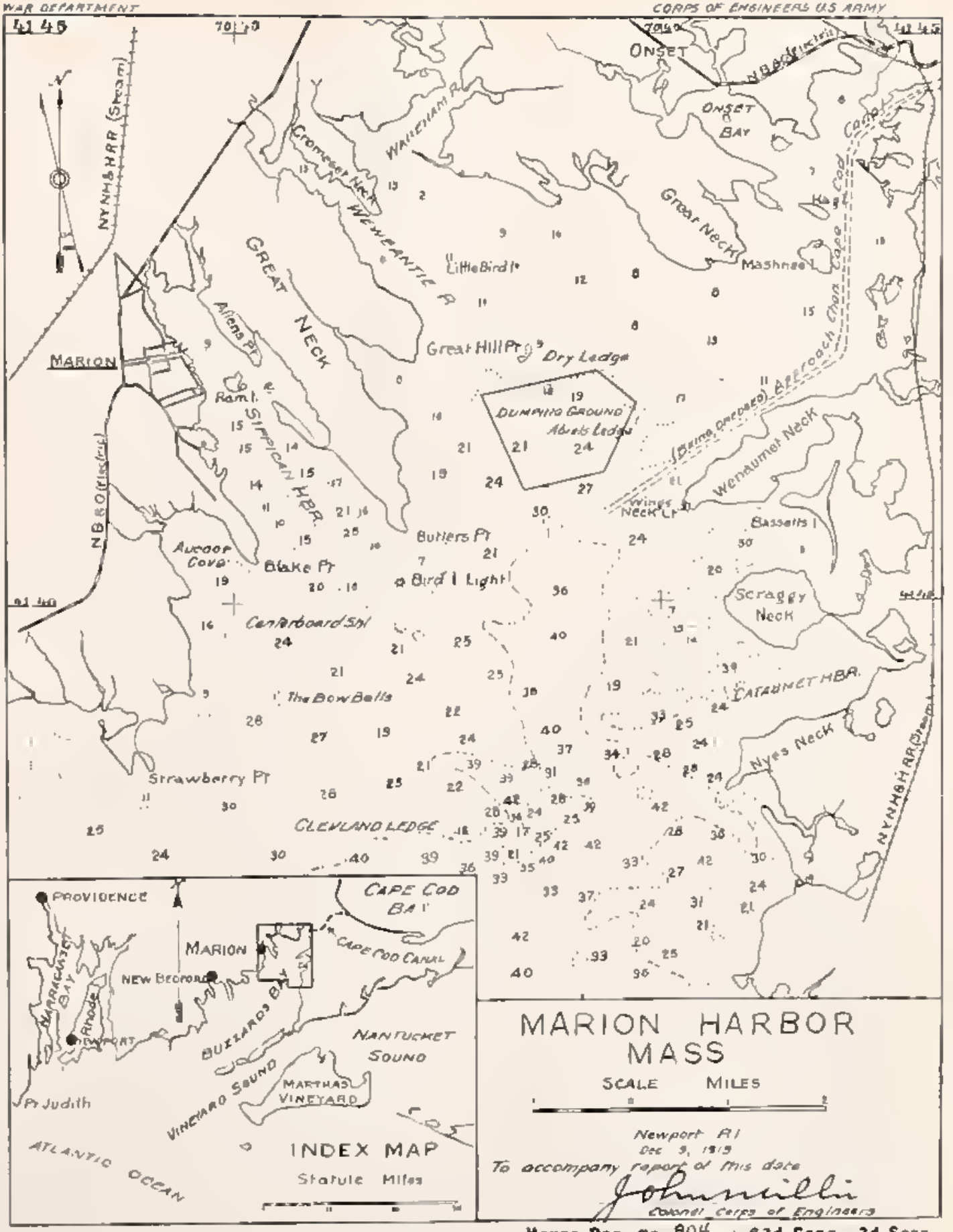
WAR DEPARTMENT

CORPS OF ENGINEERS U.S. ARMY



MARION HARBOR MASS

SCALE MILES

Newport RI
Dec 9, 1913
To accompany report of this date

John Millis
Colonel Corps of Engineers

House Doc. No. 804 ; 63d Cong., 2d Sess.